



MEMORANDUM

To: Unified Work Program Committee

From: CMAP Staff

Date: October 7, 2020

Re: Update of competitive program priorities and program development timeline

At the September 9, 2020 meeting, CMAP staff presented to the UWP Committee a proposal to not conduct a competitive process for project selection for the FY2022 fiscal year. Primary drivers of this request were to meet IDOT's new timeline of submitting a fully approved UWP budget by April 1, 2021, and a request by the FHWA that the UWP Committee review the UWP competitive process in light of declining UWP funding and implementing process efficiencies.

The UWP Committee voted to defer a vote on the matter until the October 14, 2020 UWP meeting, when funding earmarks were made available and committee members could have internal conversations about the impact of not having competitive funding available in FY2022. Committee members also wanted to understand how the competitive funds would be distributed in the event there was no competitive funding.

On September 30, 2020, IDOT advised that the federal earmark for the northeastern region of Illinois would remain unchanged from fiscal year FY2021. The Federal funding mark for FY2022 is estimated to remain at the FY2021 level of \$18,788,769. The total FY2022 Federal funding mark with the required match is \$23,485,961. In FY2021, \$476,000 in federal funds were awarded to competitive projects with CDOT and Metra. This would be the baseline amount that would be distributed to UWP Committee agencies if there were a vote to not conduct a competitive process for FY2022.

The UWP Committee requested that implications and timelines of the two options be presented at the October meeting. Below is an outline of the two proposals:

Option 1 – Funding a Competitive Program in FY2022

Under this option, the UWP process would facilitate both a core and competitive program in which core funding would be made to all agencies at the FY2021 levels. The competitive program funding would be based on the same funding provided in FY2021 for competitive projects, \$476,000. The FY2022 Federal earmark is unchanged from FY2021. There is no increase in funding this fiscal year. If the UWP Committee votes for Option 1, Schedule 1 below would apply to this process.

Option 2 – No Funding a Competitive Program in FY2022

Under this option, the UWP process would only facilitate a core program in which core funding would be made to all agencies at the FY2021 levels as a baseline. The competitive funding of \$476,000 as mentioned above, would be distributed equally (\$68,000) to the seven participating committee agencies (CMAP, Pace, Metra, COM, CDOT, CTA, and Metra), or at the percentage amount their baseline budget comprise of the total budget. The FY2022 Federal earmark is unchanged from FY2021. There is no increase in funding this fiscal year. If the UWP Committee votes for Option 2, Schedule 2 below would apply to this process.

Below is the Annual UWP Budget Focus and Priorities summary used to focus the budget development process around the work that needs to be accomplished in the coming fiscal year.

Annual UWP Budget Focus and Priorities

The 2018 adoption of ON TO 2050 presented the committee with the need to revisit planning priorities in light of the new plan. The committee similarly **updated its planning priorities** following adoption of GO TO 2040. While a number of GO TO 2040 priorities continue to make sense, two underutilized priorities—Financial Planning and Decision-Making Models—were replaced by two new priorities-- Inclusive Growth and Harnessing Technology—were introduced from ON TO 2050.

Planning areas identified for potential UWP funding

The following planning areas from previous rounds of UWP funding have been updated with language and emphases from ON TO 2050:

- **Planning Work toward Implementation of ON TO 2050 Regionally Significant Projects, Including Supportive Land Use.** The continuation of work to further ON TO 2050's list of fiscally constrained regionally significant projects is another planning area. Potential work includes planning for the inclusion of transit or bike/ped components as part of major highway projects, advancing projects through discretionary funding programs, and planning for supportive land use around transportation, among other efforts.
- **Local Technical Assistance and the Formation of Collaborative Planning Efforts.** A major emphasis area of ON TO 2050 is providing targeted technical assistance to local governments, particularly to interpret and implement the regional plan's recommendations at the local level. This may include planning for compact, walkable communities, including transportation investments to support infill development, as well as providing for alternative modes of transportation.

Planning for joint efforts to provide local transportation services is also included here.

- **Modernization of the Public Transit System.** ON TO 2050's transit recommendations focus on making the transit system more competitive. Actions include developing policies for emerging technology to support and complement the transit system, studies to support improving the speed, frequency, and reliability of the transit system, revising highway design guidance to facilitate transit access, studies to support further fare and service coordination, and improving the effectiveness and accessibility of demand response services, particularly for persons with disabilities.

In addition, ON TO 2050 identified new areas of planning importance that can now be considered for UWP Funding:

- **Harnessing Technology to Improve Travel and Anticipating Future Impacts.** Existing technologies can improve the performance of the transportation network, while in the long term, emerging technologies like connected and autonomous vehicles and private mobility services may have both positive and negative impacts on the region, such as increasing competition for curb space or causing excess vehicle miles traveled. Planning projects under this priority would address studying and implementing further coordination of traffic operations using technology, establishing pricing and regulatory frameworks for connected and autonomous vehicles and developing pilot projects, and adapting the public way to emerging technology and new mobility, among other efforts.
- **Leveraging the Transportation System to Promote Inclusive Growth.** ON TO 2050 is broadly concerned with ensuring economic opportunity is available to all residents of the region. The transportation system plays a role in this, as for example, research shows that minority residents have significantly longer commutes than others and transportation fees can weigh most on lower-income persons. Proposals should address any of the numerous facets of equity and transportation identified in ON TO 2050, such as developing culturally-relevant outreach methods, establishing performance measures that track progress towards reflecting community demographics, and demonstrating the impact of public engagement on project outcomes. They may also include planning to support transportation system access for those with disabilities, studying strategies to reduce burden of transportation fees, fares, and taxes on lower-income populations, and exploring new ways to provide targeted, flexible and/or on-demand transportation options in low-income or low-density areas, or for people with disabilities.

Proposed timeline and process

CMAAP staff recommends that the FY 2022 UWP process follow the same format from previous years, which is:

- If the Committee votes to continue with the competitive process for FY2022, the Call for Projects will be made in November.
- The Core and the Competitive proposals will be presented to the Committee. The Committee will score the Competitive proposals as in years past, based upon their alignment with regional priorities.
- CMAP staff will conduct an in-depth proposal review and develop a proposed program for the UWP Committee's consideration. The proposed program will incorporate the Committee's rankings of the Competitive proposals.

The two alternative schedules for the development and approval of the FY 2022 UWP process are as follows:

Development of Program Priorities and Selection Process – Option #1

UWP Meeting	October 14, 2020
--------------------	------------------

Call for Proposals

Call for Proposals	November 2, 2020
All Proposals Due (Core and Competitive)	November 25, 2020

Proposal presentations

UWP Meeting - Presentation of Proposals	December 9, 2020 – 1:00 p.m.
UWP Committee members rank proposals	Due to CMAP December 23, 2020
CMAP prepares committee ranked proposals with funding allocation	January 6, 2021
UWP Meeting - Adopt FY 2022 Program	January 13, 2021

Committee Approval

Transportation Committee considers approval of FY 2022 UWP to MPO Policy Committee	February 2021
Coordinating Committee considers approval of FY 2022 UWP to CMAP Board	February 2021
CMAP Board considers approval of proposed FY 2022 UWP	March 2021
MPO Policy Committee considers approval of proposed FY 2022 UWP	March 2021
UWP Document Released	March 11, 2021

Development of Program Priorities and Selection Process – Option #2

UWP Meeting	October 14, 2020
--------------------	------------------

Call for Proposals

Call for Proposals	November 2, 2020
All Proposals Due (Core)	November 25, 2020

Proposal presentations

UWP Meeting - Presentation of Core Proposals	December 9, 2020 – 1:00 p.m.
CMAP prepares proposed FY22 funding allocation	January 6, 2021
UWP Meeting - Adopt FY 2022 Program	January 13, 2021

Committee Approval

Transportation Committee considers approval of FY 2022 UWP to MPO Policy Committee	February 2021
Coordinating Committee considers approval of FY 2022 UWP to CMAP Board	February 2021
CMAP Board considers approval of proposed FY 2022 UWP	March 2021
MPO Policy Committee considers approval of proposed FY 2022 UWP	March 2021
UWP Document Released	March 11, 2021

Staff contacts

Angela Manning-Hardimon, amanninghardimon@cmmap.illinois.gov, 312-386-8714
 Dan Olson, dolson@cmmap.illinois.gov, 312-386-8760

ACTION REQUESTED: Approval

###